

Next Steps

Short-Term

WSDOT has completed a Comprehensive Tolling Study for the Washington State Legislature. The study’s findings will be presented to the Legislature in the 2013 session. WSDOT will continue purchasing right of way as funding allows.

The table below shows the funding status of preliminary engineering, right of way acquisition, and construction, and includes estimated additional funding needs. Projections for funding needs are based on 2012 dollars and include risks and inflation.

Funding and Expenditures

	Total Invested¹	Available Funds	Additional Needed
Preliminary Engineering	\$30.7 million	\$1.1 million	\$100 million
Right of Way	\$125.6 million	\$3.5 million	\$186 million
Construction	\$0	\$0	\$1.2 billion
Total	\$156.3 million	\$4.6 million	\$1.486 billion

1. Includes expenditures through November 2012.

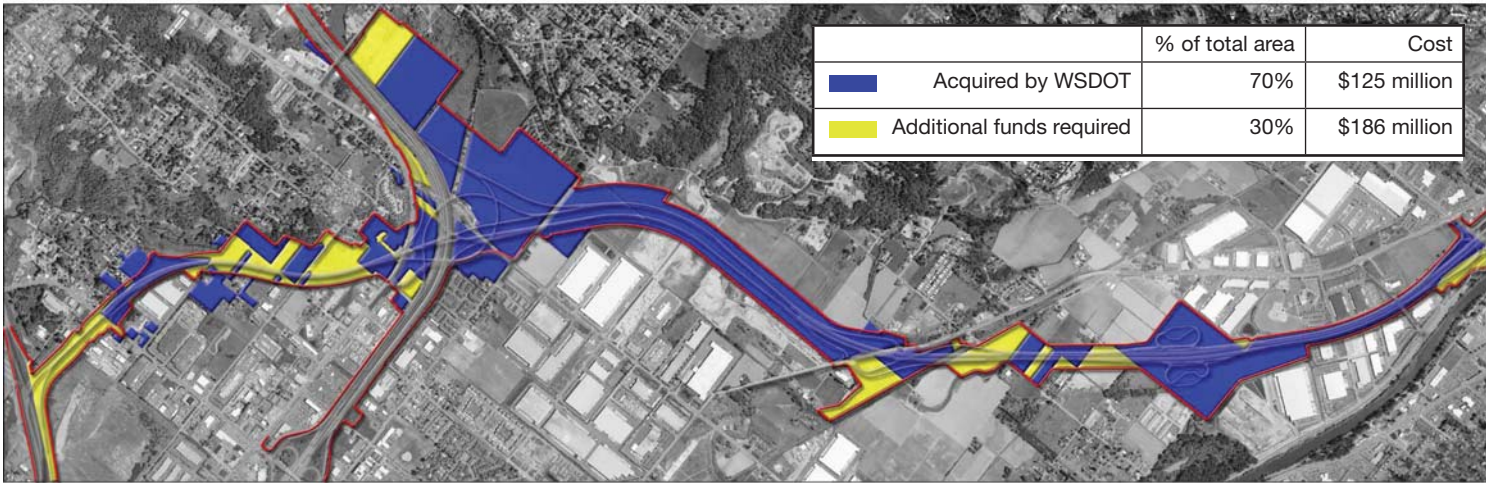
Long-Term

In order to complete State Route 167, WSDOT must:

- secure funding, including consideration of alternative funding sources;
- purchase remaining right of way;
- update environmental document;
- complete final highway design;
- obtain necessary permits;
- construct the project.

WSDOT estimates that procuring the remaining parcels, updating environmental documentation and completing highway design will take approximately three years. Constructing the project will take an additional four years.

Status of Right of Way Acquisition



Acquired by WSDOT      Additional funds required      Proposed project footprint



**For more information**  
**Steve Fuchs, Project Manager**  
360-570-6600  
FuchS@wsdot.wa.gov  
[www.wsdot.wa.gov/Projects/SR167/Completion/](http://www.wsdot.wa.gov/Projects/SR167/Completion/)

**Americans with Disabilities Act (ADA) Information:** This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at [wsdotada@wsdot.wa.gov](mailto:wsdotada@wsdot.wa.gov) or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

**Title VI Statement to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinators, George Laue at (509) 324-6018 or Jonte' Sultan at (360) 705-7082.



Overview

Planning for a complete State Route 167 began as early as the 1950s when the Department of Highways identified interchanges and freeway corridors for Interstate 5 and State Routes 167, 410 and 512. In the 1960s, the I-5/Port of Tacoma Road interchange was constructed to provide a future connection to SR 167. Active planning and construction on numerous sections of SR 167 continued through the 1980s, at which point SR 167 became a four-lane facility from Interstate 405 in Renton to Puyallup. Non-freeway arterials (North Meridian and River Road) joined Puyallup with I-5.

In the 1970s, planning efforts to complete SR 167 to I-5 slowed, pending property ownership clarifications. In 1976, WSDOT issued a study analyzing traffic congestion related to SR 167’s termination at North Meridian (SR 161), and recommended a new SR 167 alignment be added to the Puget Sound Council of Governments Transportation Improvement Plan.

In 1988, the Cascade Corridor Task Force (of the Economic Development Board for Tacoma-Pierce County) recommended completing SR 167 to I-5 near Fife. In 1989, property ownership was resolved and this allowed the completion of SR 167 to move forward. In 1990, the Washington State Legislature provided funds to further analyze the potential corridor and start the Environmental Impact Statement.

Engineering, environmental analysis and land-acquisition activities geared up in 2003 with \$59.6 million in Nickel Gas Tax revenues and in 2005 with \$70.2 million in Transportation Partnership funds. Those monies have been used to complete environmental documentation, choose a preferred corridor, and secure 70% of the properties needed to complete the corridor. The preferred corridor completes four miles of SR 167 to I-5 and includes five interchanges. It also includes an almost-two-mile-long connection between I-5 and SR 509 near the Port of Tacoma.

In 2010 and 2011, the Legislature mandated that WSDOT study the feasibility of funding the corridor with tolls. Both studies are complete and results from the 2011 comprehensive study will be presented to the Legislature in the 2013 session.

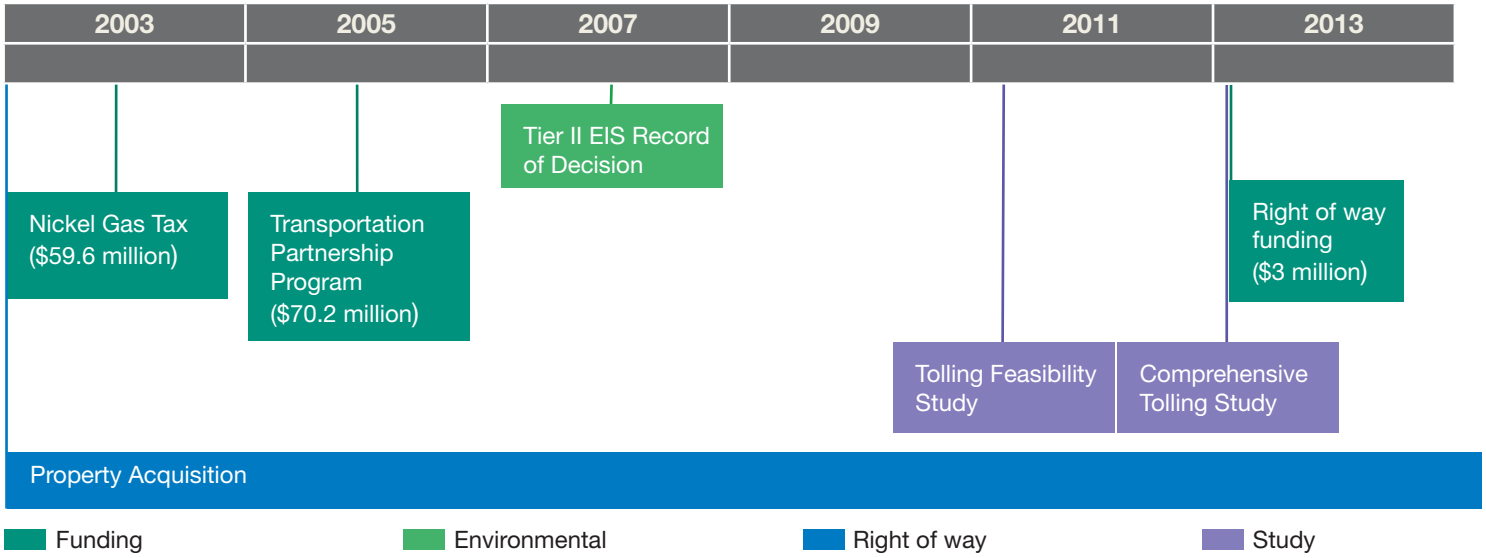
The table below highlights the various funding sources used by WSDOT to bring project preparation to its current status.

Funding by Source

2003 Gas Tax (Nickel Funding)	\$59.6 million
2005 Gas Tax (Partnership Funding)	\$70.2 million
Other State Funds	\$8.5 million
Federal Funds*	\$22.1 million
Local Funds	\$0.5 million
Total Funding From All Sources	\$160.9 million

\*TEA-21 High Priority, SAFETEA-LU, National Corridors

Major Accomplishments (2003-2012)





## Project concept

The SR 167 Completion project will build the remaining four miles of SR 167, completing a long-planned connection to I-5. This project also includes a new connection from SR 509 to I-5. This new highway segment will provide two general-purpose lanes in each direction and will also include an HOV lane in each direction from I-5 to Puyallup. The project will build five interchanges located at SR 509, 54th Avenue, I-5, Valley Avenue and SR 161 (Meridian). Artists' renderings of the proposed interchanges are highlighted below.



## Benefits

The highway completion would relieve congestion on local roads and other highways by providing new travel options. It would:

- add up to 79,000 long-term regional jobs\* from enhanced transportation;  
\*An Economic Assessment of the SR 167 Extension Project, Final Report: April 5, 2007, Berk & Associates, Seattle, WA
- add up to 4,200 short-term regional jobs supporting design and construction of highway completion;
- move freight faster, more safely and more economically;
- improve regional mobility;
- enhance surface water quality and improve stream habitat feeding into Commencement Bay;
- complete a highway segment designated as part of the National Highway System providing defense access, continuity and emergency capabilities during times of national emergency.

